

## Appendix A. Summary of Stakeholder and Agency Interviews

**Table A-1. Summary of Stakeholder and Agency Interviews**

Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
Southwest Utah Bicycle Touring Association	Dennis Wingnall (telephone)	January 17, 2008	<ul style="list-style-type: none"> <li>Construction projects need to follow UDOT's policy and guidelines for bicycle lanes. The established UDOT policy will suit the needs of bicycle users as long as it is implemented.</li> </ul>
Zion National Park	Kezia Neilson (telephone)	January 17, 2008	<ul style="list-style-type: none"> <li>Listed fish species in the Virgin River will need special consideration during planning for projects that could affect the river.</li> <li>BLM and the City of St. George have identified the section of SR-9 from the "Twist" at the top of the hill near La Verkin all the way to Zion National Park as a scenic corridor. BLM is being proactive to protect views on all BLM-administered land on this section of highway and to not encroach on any scenic views for the drive into the park</li> <li>The road has a purposefully slower traffic speed as it approaches the park to prepare park users for the slower pace once they enter the park; this pattern of speed reduction needs to be maintained.</li> <li>Any modification to the historic ditches in Rockville would require coordination with the Utah State Historic Preservation Office (SHPO).</li> <li>The historic town of Grafton can be seen from the highway near Rockville.</li> <li>There are some very old mulberry trees in Rockville that are important to the community and character of the town.</li> <li>Need to coordinate with the City of Springdale regarding its bicycle and pedestrian planning efforts.</li> </ul>

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Zion National Park	<ul style="list-style-type: none"> <li>• Kristin Legg, Resource Mgt. and Research</li> <li>• Christine Kennedy, Fees</li> <li>• Tom Haraden, Interpretation</li> <li>• Ray O'Neil, Backcountry</li> <li>• Sheila Forester, Fee Supervision</li> <li>• Kezia Nielsen, Env. Compliance</li> <li>• Jack Burns, Concessions/Shuttle</li> <li>• Don Sharlow, Roads and Trails</li> <li>• Frank Austin, PTI (shuttle)</li> </ul>	February 5, 2008	<ul style="list-style-type: none"> <li>• Springdale citizens want a bicycle- and pedestrian-friendly community with bikeways, sidewalks, and slower traffic.</li> <li>• Park wants traffic to be slow through Rockville and Springdale.</li> <li>• Need road maintenance through town because of coach buses and high tourist use.</li> <li>• Realign some intersections, especially at cemetery.</li> <li>• UDOT should improve tunnel shuttle information area.</li> <li>• Curve at Rancho Bar (1 mile east of Virgin) is dangerous.</li> <li>• Junction 101 and SR-9, parallel intersection and hard to see.</li> <li>• Rockville and Springdale have historic stone-lined ditches that they want protected.</li> <li>• Parking for shuttle system is a challenge that will persist in the future as the system expands.</li> <li>• Protect visual resources and scenic values of the corridor (control all-terrain vehicle [ATV] use, follow recommendations of area plans, avoid excessive lighting).</li> <li>• North Creek Bridge and Coal Pits Bridge need to be improved.</li> <li>• Slide areas just outside park entrance need attention.</li> <li>• Drainage needs improvement to prevent ice buildup along road edges in winter.</li> <li>• UDOT storage area at Coal Pits Bridge needs to be cleaned up or moved (unsightly).</li> <li>• Safer pullouts needed.</li> </ul>
Hurricane City	<ul style="list-style-type: none"> <li>• Arthur LeBaron</li> <li>• Clark Fawcett</li> </ul>	February 4, 2008	<ul style="list-style-type: none"> <li>• 4,500 acres going into development around MP 22 to MP 18 on SR-59; need to plan for population increase and traffic issues.</li> <li>• MP 19 on SR-59 (Sheep Bridge Rd.) could be improved to provide a connection to SR-9; would relieve traffic flow.</li> <li>• Need corridor preservation to accommodate traffic for new developments. Could connect Southern Corridor roads (when final alignment is chosen) to SR-59.</li> </ul>

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Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
Springdale	<ul style="list-style-type: none"> <li>Tom Dansie</li> </ul>	February 4, 2008	<ul style="list-style-type: none"> <li>Third or passing lane to Zion National Park needed.</li> <li>Rockville speed limit is currently 40 mph (miles per hour); needs to be lowered to 30 mph.</li> <li>Public transportation needed from McCarren or St. George to Springdale to accommodate tourists.</li> <li>Improve shoulder or add bicycle lane to improve conditions for cyclists.</li> <li>Springdale town plan has a pedestrian/bicycle trail planned from MP 31 to MP 28 into Rockville. Waiting for funding but want to make sure road improvements are compatible.</li> </ul>

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Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
UDOT Planning and Programming	<ul style="list-style-type: none"> <li>Dan Kuhn, Freight Planner</li> <li>Walt Steinvorth, Transportation Planner</li> </ul>	April 3, 2008	<p><i>General</i></p> <ul style="list-style-type: none"> <li>Washington County is a very central location for freight/distribution; it is one day's travel time to California, Phoenix, and Salt Lake City. Companies can adjust schedules to travel through the major metropolitan areas in off-peak times to avoid congestion.</li> <li>Passing/climbing lanes need to be frequent enough and long enough to do some real good.</li> <li>Shoulders and/or pullouts would be very helpful on all routes.</li> </ul> <p><i>SR-9</i></p> <ul style="list-style-type: none"> <li>Local delivery trucking to provide goods and services is the main trucking issue.</li> <li>Tour buses and RVs are the primary heavy vehicles. Some of these larger rigs have similar operating and safety concerns as trucks.</li> <li>No shoulders or soft shoulders in some areas apply to tour buses and RVs as well as to trucks.</li> <li>Road could benefit from paved shoulders, pullouts, and climbing lanes.</li> </ul> <p><i>SR-17</i></p> <ul style="list-style-type: none"> <li>Local delivery and main route to Cedar City.</li> </ul> <p><i>SR-59</i></p> <ul style="list-style-type: none"> <li>Major truck route.</li> <li>Truck traffic will continue to increase on this route as a main freight-movement route for the foreseeable future.</li> <li>Challenges with steep hills; these areas could benefit from climbing and passing lanes. Downhill passing lanes on steep grades are just as important as uphill climbing/passing lanes.</li> <li>Shoulders and pullouts are needed.</li> <li>Intersections need longer turn pockets, longer signal timing, and larger turn radii to improve truck operations and safety.</li> </ul>

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Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
Southern Utah Trucking Association (SUTA)	<ul style="list-style-type: none"> <li>• Stacey Betteridge, President</li> <li>• SUTA members in audience</li> </ul>	April 15, 2008	<ul style="list-style-type: none"> <li>• SR-9/I-15 interchange needs improvement.</li> <li>• SR-17 from La Verkin Creek through Toquerville has steep grades, sharp curves, and poor sight distances.</li> <li>• Need new/improved connection of SR-9 and SR-59.</li> <li>• Centerline and shoulder rumble strips are needed.</li> </ul>
Dixie MPO	<ul style="list-style-type: none"> <li>• Curt Hutchings</li> </ul>	May 27, 2008	<ul style="list-style-type: none"> <li>• Planned development in Apple Valley will lead to increased traffic on SR-59.</li> <li>• Intersection of Kolob Road and SR-9 in Virgin is dangerous.</li> <li>• Increased traffic on SR-9 from development at resort at east end of Virgin will affect road operation.</li> <li>• Future modifications likely needed at intersection of SR-17 and SR-9.</li> <li>• Access management is an issue along all corridors.</li> <li>• Increased traffic on SR-9 and SR-17 from development in western Hurricane.</li> </ul>
Washington County	<ul style="list-style-type: none"> <li>• Deon Goheen</li> </ul>	May 27, 2008	<ul style="list-style-type: none"> <li>• More vehicles will use SR-17 in the future to avoid the congested section of SR-9 between Hurricane and I-15.</li> <li>• Need to extend public transportation from Zion National Park to Hurricane or St. George.</li> <li>• Intersection at Kolob Road and SR-9 is dangerous.</li> <li>• Need to have a connection to SR-59 from the Southern Corridor.</li> <li>• Too many stops in Hurricane and La Verkin cause congestion.</li> <li>• Access management is an issue on all corridors.</li> <li>• SR-59 needs turn lanes.</li> <li>• Future development in Apple Valley will increase traffic on SR-59.</li> </ul>

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Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
Bureau of Land Management	<ul style="list-style-type: none"> <li>• Kathy Abbott, Real Estate Specialist</li> <li>• Dave Kiel, Outdoor Recreation Planner</li> <li>• Lynne Scott, Landscape Architect</li> <li>• Dawna Feroni Rowley, Asst. Field Office Manager</li> <li>• Russell Schreiner, Geologist</li> <li>• GERALYN McEwen, Archaeologist</li> <li>• Bob Douglas, Wildlife Biologist</li> <li>• Dave Corry, Natural Resource Specialist</li> </ul>	May 27, 2008	<ul style="list-style-type: none"> <li>• Need to maintain safe access to BLM recreation areas on SR-59 and SR-9.</li> <li>• Work along the Virgin River (SR-9) will need to carefully consider listed fish species.</li> <li>• There are sensitive plant and wildlife species along SR-59.</li> <li>• Any construction will need to address erosion control and prevent sediment from entering waterways, especially the Virgin River.</li> <li>• There are sensitive cultural resources in the Hurricane Cliffs area.</li> <li>• Sheep Bridge Road, if developed, could be used as utility corridor.</li> </ul>
Rockville Town	<ul style="list-style-type: none"> <li>• Dan McGuire, Mayor</li> <li>• Shirley Ballard, Planning Commissioner</li> </ul>	May 28, 2008	<ul style="list-style-type: none"> <li>• Speed too fast through town.</li> <li>• Maintenance of shoulders and ditches is currently inadequate. Debris on shoulders is a safety hazard to pedestrians and cyclists.</li> <li>• UDOT needs to provide a bicycle lane or bicycle trail between Rockville and Springdale.</li> <li>• Rockville Bridge (south of SR-9) needs improvement.</li> <li>• Do not widen or add a center turn lane to SR-9 through town.</li> </ul>

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Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
La Verkin City	<ul style="list-style-type: none"> <li>Derek Imlay, Director of Operations</li> <li>June Jeffery, Deputy Recorder</li> <li>Doug Gubler, Public Works Director</li> <li>Lloyd Watkins, Chef of Police</li> </ul>	May 28, 2008	<ul style="list-style-type: none"> <li>Virgin River Bridge needs pedestrian walkway on west side.</li> <li>Existing sidewalks need to be moved away from road. Sidewalks need to be extended from where they currently end on SR-17 and on SR-9 west of the SR-17/SR-9 intersection to the city limits.</li> <li>Pah Tempe Bridge needs to be rehabilitated so that it can be used as an alternate river crossing in emergencies.</li> <li>Extend turn lane from intersection of SR-17 and SR-9 east on SR-9 to allow safer turning movements onto side streets.</li> <li>Stoplight at intersection of SR-17 and SR-9 needs solar or other power backup.</li> <li>Traffic-calming and pedestrian safety improvements needed through core of La Verkin.</li> <li>Protective fencing on pedestrian bridges needs improvement.</li> </ul>
Apple Valley	<ul style="list-style-type: none"> <li>Rick Moser, Planning Chair</li> <li>Justin Eves, Town Council</li> <li>Jim Palevlis, developer</li> <li>Dale Beddo, developer (Kokopelli Golf Course)</li> <li>Lee Steadman, developer (Next Entertainment)</li> <li>Mac Adamson, developer (Next Entertainment)</li> </ul>	May 28, 2008	<ul style="list-style-type: none"> <li>New and planned developments need safe access (turn lanes, intersections) along SR-59.</li> <li>Turn lanes, acceleration/deceleration lanes needed along SR-59. Turn lanes especially needed between Apple Valley Drive/SR-59 on the north and Main Street/SR-59 on the south.</li> <li>Passing lanes needed along length of SR-59.</li> <li>Need lower speed limit through town.</li> <li>City would like to see four lanes with center turn lane by 2035.</li> <li>Improvements to SR-59 though Hurricane Cliffs desperately needed.</li> </ul>

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Stakeholder/Agency Name	Representative(s)	Meeting Date	Summary of Comments and Concerns
Zion Canyon Corridor Committee	<ul style="list-style-type: none"> <li>Committee Board Members</li> </ul>	June 18, 2008	<ul style="list-style-type: none"> <li>Would like to have parallel bicycle trails along and/or on SR-9.</li> <li>There are deep irrigation ditches along the highway through some of the towns on SR-9 that should be removed to increase safety.</li> <li>Add passing lanes between towns rather than widening SR-9 through the towns (except at major intersections for turn lanes).</li> <li>The towns along SR-9 would like to work with UDOT to develop individual access-management plans for each town.</li> <li>Virgin has been examining the possibility of relocating the Kolob access road to line up with the Rio de Zion intersection as a way to improve this unsafe intersection.</li> <li>Construct pull-offs/pull-outs at historic monument sites along SR-9. Would also like to implement more historic monument locations in the future.</li> <li>Construct pull-offs/pull-outs at existing and future trailheads along SR-9.</li> <li>Evaluate key intersections in communities along SR-9 for turn lanes.</li> <li>Future expected expansion of the Zion shuttle system might require new parking areas along the corridor with bus turn-outs, etc.</li> <li>Committee is concerned that standard approach to protect the clear zone with concrete Jersey barriers conflicts with the scenic beauty of the corridor. Would like to see other safety treatments that are more aesthetic.</li> </ul>



## Appendix B. Summary of Public Comments

**Table B-1. Summary of Public Comments from the February 4, 2008, St. George Transportation Expo**

Subject	Comment
Road Widening/Passing Lanes	<ul style="list-style-type: none"> <li>• No need to widen SR-9 from La Verkin to Zion National Park. A bicycle path on both sides of SR-9 would be wonderful.</li> <li>• Need the entire route of SR-59 increased to four lanes with acceleration lanes to accommodate the 12,000 people in Hildale.</li> <li>• MP 22 on SR-59 in Hurricane needs to be widened/improved for truck use.</li> <li>• SR-17 in Toquerville; need to widen to four-lane road near new Trails development.</li> <li>• Widen SR-17 to four lanes from about MP 3.5 to I-15.</li> <li>• SR-9 needs passing lanes and school bus pull-outs.</li> <li>• Passing lanes needed along entire length of SR-17.</li> <li>• Third or passing lane needed SR-9 to Zion.</li> <li>• Sight distance along SR-9 on passing lanes is a problem. Need more and improved passing lanes.</li> </ul>
Intersections	<ul style="list-style-type: none"> <li>• MP 19 of SR-59: need grade-separated road to access Sheep Bridge Road. Need road at MP 21 of SR-59 to 600 North to get off hill.</li> <li>• Where SR-9 meets SR-17, dangerous hill; need warnings for tourists. Warn about speed and slope.</li> </ul>
Growth and Development	<ul style="list-style-type: none"> <li>• Roads need to accommodate new developments such as Calina Tinta in Hurricane and Dixie Springs near Sand Hollow.</li> <li>• New development going in west of SR-59 at about MP 19; access issues.</li> <li>• Development going in along SR-59 around MP 14; access issues.</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• The Dugway (MP 22 to MP 19 on SR-59) is dangerous.</li> <li>• SR-9 to Zion, speed limit is too slow.</li> <li>• No trucks should be allowed on 600 North.</li> <li>• Because of lack of turning lanes on SR-9, school buses can't make left turns, so kids are asked to ride to Springdale and back (an extra hour). Add walking and biking trail parallel to the highway.</li> <li>• Highway traffic travels too fast on SR-59; put police force out there.</li> <li>• Virgin would love to work with UDOT to have the highway corridor through town designed to slow traffic down.</li> <li>• SR-59, MP 21 runaway truck lane needs improvement (currently gravel and not very good).</li> <li>• SR-9 throughout on curves, but especially near MP 14, needs guard rails.</li> <li>• Do not increase speed limits through Virgin.</li> <li>• SR-9 needs bicycle lanes.</li> </ul>



**Table B-1. Summary of Public Comments from the February 4, 2008, St. George Transportation Expo**

Subject	Comment
	<ul style="list-style-type: none"> <li>• Need passing lanes along SR-59; sight distance along road is bad, road dips and has many curves.</li> <li>• SR-59, bike/car conflict, need bike lane or shoulder MP 12-22.</li> <li>• SR-9, downhill travel speed should be reduced at MP 14.</li> <li>• Reduce speed limit through Rockville.</li> <li>• SR-9 and Kolob Reservoir Road intersection is dangerous and needs to be relocated or improved.</li> </ul>
<i>Regional Connectors</i>	<ul style="list-style-type: none"> <li>• Need alternate road south of Hurricane and going east around the mountain up to SR-59 (at Apple Valley or Hildale) because current road is steep, crooked, and narrow.</li> <li>• SR-59 south of Hurricane, keep road out of Hurricane and tie into Southern Corridor.</li> <li>• Preserve corridor for connection between SR-59 and Southern Corridor.</li> <li>• Toquerville Bypass road needed.</li> <li>• Within Hurricane, reroute traffic (100 West) to access SR-59.</li> <li>• Cross connector road needed to get from SR-17 to Leeds.</li> </ul>
<i>Recreation</i>	<ul style="list-style-type: none"> <li>• Need shuttle service from St. George airport to Springdale to accommodate tourism and decrease number of cars on road.</li> <li>• Hard to park to start the GEM Trail in Hurricane (MP 19 to MP 18, SR-59). Gooseberry Mesa access should be improved in Apple Valley (MP 8, SR-59). Gooseberry Mesa turnoff needs sign.</li> <li>• Trails should stay near highway and not take private property.</li> </ul>
<i>Other</i>	<ul style="list-style-type: none"> <li>• Work with Virgin to implement streetscape plan (landscaping, islands, parking, shuttle stops, etc.).</li> <li>• Virgin Town seeks to create and maintain a walkable rural community; UDOT planning should incorporate this into its plans (sidewalks, links to ATV and equestrian paths, etc.).</li> <li>• Minimize lighting along SR-9 to preserve night sky views.</li> </ul>

**Table B-2. Summary of Public Comments from the May 28, 2008, Open House**

Subject	Comment
<i>Road Widening/Passing Lanes</i>	<ul style="list-style-type: none"> <li>• Create bike/pedestrian paths, not turn lanes in Springdale and Rockville.</li> <li>• No turn lanes in Rockville and Springdale.</li> <li>• Do not widen SR-17 through Toquerville.</li> <li>• Need turning lane on north side of La Verkin Creek Bridge.</li> <li>• Add passing lanes between top of hill in La Verkin and Virgin (SR-9).</li> <li>• Widen SR-9 between La Verkin and Virgin to four lanes.</li> <li>• Need turn lanes at about MP 8 on SR-59.</li> </ul>
<i>Intersections</i>	<ul style="list-style-type: none"> <li>• Improve Bridge Road intersection on SR-9 at about MP 28.</li> <li>• Anasazi Way intersection on SR-9 (MP 29) in dangerous. Need convex mirror at a minimum.</li> <li>• Intersection of SR-59 and SR-9 needs to be rerouted.</li> </ul>
<i>Growth and Development</i>	<ul style="list-style-type: none"> <li>• The Town of Springdale would like to work with UDOT in establishing standards/guidelines to gauge what future improvements to SR-9 through Springdale may be necessary with new development. This would help UDOT, the Town, and developers know what to expect on SR-9 as new development goes in.</li> <li>• Access to future (planned) developments along SR-9 and SR-17 will need to be accommodated.</li> </ul>
<i>Safety</i>	<ul style="list-style-type: none"> <li>• All three highways need center and shoulder rumble strips.</li> <li>• Need to widen roads and plan actual bicycle lanes. Southern Utah is a cycling destination for cyclists from all over the world. Let's make it safe and inviting.</li> <li>• Bike lanes needed on SR-9 between La Verkin and Springdale.</li> <li>• SR-9, MP 28 through MP 32: need continuous sidewalk for pedestrian safety, bike lanes, and traffic calming.</li> <li>• Provide bicycle lanes on SR-17 and SR-59.</li> <li>• SR-17: State Street through La Verkin Bridge at La Verkin Creek (MP 0.7): need turn lane on north side of bridge for improved access. Widen curve at MP 1.0 to MP 1.2 and put up guardrail, lower speed limit. Asphalt on south side of bridge has settled and results in noise from trucks hitting the bump caused by the settling.</li> <li>• On SR-17, take out turn lane and put in cement center/side street parking and turns at intersections only.</li> <li>• Numerous blind driveways, curves, and intersections along SR-17 need to be improved.</li> <li>• Prohibit passing between about MP 1.5 and MP 2.0 on SR-17.</li> <li>• Reduce speed through Toquerville.</li> <li>• Add traffic calming to SR-17 through Toquerville.</li> <li>• Need improved access for "paw" gates, Ray Porter, and apartments on SR-17.</li> <li>• Kolob Reservoir Road intersection on SR-9 is dangerous and needs improvement.</li> <li>• La Verkin: 500 North (SR-9) and Main Street difficult to cross on foot.</li> <li>• Reduce speed through Rockville and Springdale for pedestrian safety. Add pedestrian crossing warning lights.</li> <li>• Intersection of SR-9 and SR-59 in Hurricane is dangerous; improve curve.</li> </ul>

**Table B-2. Summary of Public Comments from the May 28, 2008, Open House**

Subject	Comment
	<ul style="list-style-type: none"> <li>Reduce speed to 55 mph on SR-9 between top of "Twist" and Virgin and add passing lanes to alleviate conflicts with slow-moving vehicles.</li> </ul>
<i>Regional Connectors</i>	<ul style="list-style-type: none"> <li>Toquerville needs a bypass road to the west of town. It should cut through the "hogsback" south of the city cemetery, <i>not</i> Grassy Lane. This state highway could be connected to the north end of Hurricane eventually.</li> <li>Toquerville Bypass needed; this could be a new SR-17.</li> <li>Prefer SR-17 be diverted thru hogsback below [south of] cemetery, the return to SR-17 just south of I-15 exit 2.</li> <li>There needs to be a road from west side of Hurricane across the Virgin up through area south of Leeds to I-15 just west of Toquerville.</li> <li>Bypass road for Toquerville on west side with connections to I-15 frontage road along water conservancy pipeline from cotton well with access to proposed small reservoir just south of Hurricane (I-15).</li> <li>Extend Southern Corridor from Kanab, Utah to Fredonia, Arizona. Create bypass to SR-59.</li> <li>Rename SR-59 (Utah)/SR 389 (Arizona) so that there is only one number all the way to Lake Powell (make it a U.S. route).</li> <li>Do not improve Sheep Bridge Road as a truck route connecting SR-9 and SR-59; does not consider existing residents.</li> <li>Construct new regional connector road that follows the Lake Powell Pipeline.</li> <li>Connect SR-59 to 600 North in Hurricane; send trucks to 600 North and modify 600 North to accommodate trucks.</li> <li>Connect SR-59 to Southern Corridor along Honeymoon Trail.</li> <li>Improve Smithsonian Butte Scenic Byway; develop as a connector between SR-59 and SR-9.</li> </ul>
<i>Recreation</i>	<ul style="list-style-type: none"> <li>Improve the Three Rivers Trail.</li> <li>Shuttle service between new airport and Zion National Park with stops in Virgin, Rockville, and Springdale.</li> <li>Build bike trails from La Verkin to Zion National Park.</li> <li>Springdale needs a parking structure for the Zion shuttle.</li> </ul>
<i>Other</i>	<ul style="list-style-type: none"> <li>SR-9 between Rockville and Springdale, brush shoulders of debris.</li> <li>Too much traffic Virgin-Rockville-Springdale.</li> <li>Provide turnouts for existing and planned historical markers along SR-9.</li> <li>Floodplain/flooding issues on SR-9 at about MP 19 and MP 30.</li> <li>Employee shuttles needed from Hurricane to Springdale and Zion.</li> <li>Improve signage at SR-9/SR-17. Mark highways, directions to park.</li> <li>Improve 600 North corridor (Hurricane) to relieve pressure on State Street; this would be better for local traffic.</li> <li>Don't direct trucks to local roads; improve existing intersection of SR-59 and SR-9 instead.</li> <li>On SR-17, keep trucks with engine brakes away from residential.</li> <li>At SR-17, MP 0.2, top of hill, need sign to stop semi trucks from jake braking [using engine brakes].</li> <li>Rename/reconfigure highway numbers to make SR-9 start at the existing SR-17/SR-9 La Verkin intersection; call existing SR-9 SR-17 instead.</li> </ul>

## Appendix C. SR-9 Cooperative Corridor Preservation Agreement

Corridor Preservation Agreement on State Route 9  
Between I-15 and 860 North in Hurricane City  
UTAH DEPARTMENT OF TRANSPORTATION  
THE CITY OF HURRICANE

### COOPERATIVE CORRIDOR PRESERVATION AGREEMENT

THIS COOPERATIVE AGREEMENT, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as “**UDOT**” and **THE CITY OF HURRICANE**, a Municipal Corporation in the State of Utah, hereinafter referred to as the “**City**”,

WITNESSETH:

WHEREAS, to facilitate traffic flow along the State Route 9 (SR-9) Corridor through Washington County and the City of Hurricane, the parties hereto desire to identify locations for interchanges, intersections and access locations on the state highway; and

WHEREAS, **UDOT** has determined by formal finding that the regulation of intersection and access points for future highway improvements is not a violation of the laws of the State of Utah or any legal contract with the **City**,

THIS COOPERATIVE AGREEMENT is made to set out the terms and conditions whereunder said intersections and access locations shall be preserved.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

- 1) The SR-9 Corridor is a vital transportation corridor for the City of Hurricane and is a State Highway facility which provides a major connection from I-15 eastward through the City of Hurricane. The segment between I-15 and the Southern Parkway shall be developed as a grade separated arterial (expressway) facility with interchanges. The segment between the Southern Parkway and the bridge over the Virgin River at approximately 860 North in Hurricane shall be developed as an arterial facility with signalized intersections.
- 2) To facilitate traffic flow along the SR-9 Corridor between I-15 and the bridge over the Virgin River at approximately 860 North, the locations listed in Table 1 and shown in the attached Figures 1-1 to 1-3 are the only locations at which existing or future grade separated interchanges and signalized intersections will be allowed. All other existing or future accesses will be considered minor accesses and will not be eligible for signalized intersections or grade separated interchanges and may have movement restrictions or other treatments as necessary to make the intersections and the SR-9 Corridor function as safely as possible. Both parties shall develop master plan strategies around this concept and the parties hereto shall work towards the common goal of preserving the mobility and safety of the SR-9 Corridor as identified in this Cooperative Agreement.



Corridor Preservation Agreement on State Route 9  
Between I-15 and 860 North in Hurricane City  
UTAH DEPARTMENT OF TRANSPORTATION  
THE CITY OF HURRICANE

- 3) The segment of SR-9 between I-15 and the Southern Parkway will be a Principal Arterial (Expressway) and the Access Management Classification will be Category 1 (see UDOT Manual for the Accommodation of Utilities and the Control and Protection of State Highway Rights-of-way) with grade separated interchanges. It is important that the facility be developed to the expressway standards as identified in the “Development Standards for Grade Separated Arterials” developed and approved by UDOT (see attachment) with interchanges spaced at a minimum of 4,500 feet.

- 4) In order to preserve the integrity of the SR-9 Corridor, any accesses on the major cross streets identified for future interchanges in Table 1 shall be a minimum of 660 feet from the cross street/interchange ramp intersections, with 500 feet being the absolute minimum where topography or other constraints prevent the implementation of the 660 feet recommended spacing.

Any accesses on the minor cross streets (those not listed in Table 1) shall be a minimum of 200 feet from the SR-9 right-of-way unless a traffic engineering study dictates that a greater separation is needed to maintain the safety and operations of the SR-9 intersection.

- 5) The locations identified in Table 1 for future grade separated interchanges may be temporarily controlled by the use of stop signs or traffic signals until such time as the locations are warranted for full grade separation. Traffic signals will be installed when traffic signal warrants are met as identified in the Manual on Uniform Traffic Control Devices (MUCTD) or when mutually agreed to by the parties hereto under a systems warrant.
- 6) The segment of SR-9 between the Southern Parkway and the bridge over the Virgin River at approximately 860 North will be a Principal Arterial and the Access Management Classification will be Category 5 (see UDOT Manual for the Accommodation of Utilities and the Control and Protection of State Highway Rights-of-way) and shall follow the UDOT criteria for such category. Traffic signals may be installed at the locations identified in Table 1 when traffic signal warrants are met as identified in the Manual on Uniform Traffic Control Devices (MUCTD) or when mutually agreed to by the parties hereto under a systems warrant.
- 7) As the grade separation at the Southern Parkway is installed, a frontage road system on both sides of SR-9 will extend eastward to 2600 West to eliminate all existing access connections to SR-9 between the Southern Parkway interchange and the 2600 West intersection.



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- 8) When development occurs at the locations identified in Table 1 for future interchange locations, both parties will cooperate on any needed analysis and preliminary design activities in order to ensure that proper setbacks have been established and that sufficient rights-of-way have been preserved to accommodate the future interchange layouts and configurations.
- 9) It is recognized that there are several other accesses, both permitted and non-permitted, that exist along the SR-9 corridor in the area between I-15 and the Southern Parkway. These accesses consist of private driveways, agricultural/farm accesses, minor public streets, subdivision accesses, and the like. These accesses are listed in Table 2 and are based upon the best available knowledge at the time this Cooperative Agreement was prepared. The information in Table 2 may not accurately list every access along the SR-9 Corridor through this segment.

For these accesses listed in Table 2, both parties will work towards the goal of closing, restricting, rerouting, or modifying them to eliminate all direct accesses to SR-9. The ultimate objective is to close them and provide alternate access routes via adjacent streets or frontage roads to the next adjacent interchanges such that the only accesses to SR-9 between I-15 and the Southern Parkway are at the agreed upon interchange locations shown in Table 1.

- 10) This Cooperative Agreement may be amended upon mutual consent by both parties.

**Table 1: Signalized Intersection and Grade Separated Interchange Locations**

Location	Mile Post Reference No.	Existing Access Description	Future Access Description
I-15 Ramp	MP 0.00	Grade Separated Interchange	Grade Separated Interchange
Coral Canyon	MP 0.40	Grade Separated Interchange	Grade Separated Interchange
Telegraph Street (6300 West)	MP 1.11	Signalized Intersection	Grade Separated Interchange
5300 West	MP 2.76	Signalized Intersection	Temporary: Signalized Intersection Permanent: Grade Separated Interchange
4300 West	MP 4.04	Unsignalized Intersection	Temporary: Closed Permanent: Grade Separated Interchange <sup>(1)</sup>
3700 West	MP 4.95	Unsignalized Intersection	Temporary: Signalized Intersection Permanent: Grade Separated Interchange
3400 West	MP 5.30	Unsignalized Intersection	Temporary: Signalized Intersection Permanent: Grade Separated Interchange



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Location	Mile Post Reference No.	Existing Access Description	Future Access Description
3100 West	MP 5.84	Private Property Driveway (both sides of SR-9)	Temporary: Signalized Intersection <sup>(2)</sup> Permanent: Closed or Overpass
Southern Parkway (2900 West)	MP 6.52	Does not exist	Temporary: Signalized Intersection Permanent: Grade Separated Interchange <sup>(3)</sup>
2770 West	MP 6.61	Unsignalized Intersection	Closed
2600 West	MP 7.04	Unsignalized Intersection	Signalized Intersection
2260 West	MP 7.50	Signalized Intersection	Signalized Intersection
1760 West	MP 7.94	Unsignalized Intersection	Signalized Intersection <sup>(4)</sup>
1550 West/1400 W	MP 8.13/8.33	Does Not Exist	Signalized Intersection <sup>(5)</sup>
1150 West	MP 8.58	Signalized Intersection	Signalized Intersection
700 West	MP 9.09	Signalized Intersection	Signalized Intersection
300 West	MP 9.46	Signalized Intersection	Signalized Intersection
Main Street	MP 9.78	Signalized Intersection	Signalized Intersection
300 North	MP 10.26	Unsignalized Intersection	Signalized Intersection
500 North	MP 10.49	Unsignalized Intersection	Signalized Intersection
600 North	MP 10.62	Unsignalized Intersection	Closed

<sup>(1)</sup> The location is proposed with the final location to be determined through a detailed engineering study. Due to the safety concerns at this location, no temporary accesses will be allowed. A grade separated access must be constructed in order for access to be re-established at this location.

<sup>(2)</sup> A signal will only be allowed if the adjacent land is developed as a hospital or emergency care facility as was currently proposed at the time this agreement was executed. If the adjacent land is developed with any other use, a temporary signal will not be permitted and the permanent configuration is the only one that will be allowed.

<sup>(3)</sup> The proposed location is approximate and may shift slightly during final design. A minimum distance of 2,600 feet from the Southern Parkway to 2600 West must be maintained.

<sup>(4)</sup> The City of Hurricane and UDOT reserve the right to investigate other access options at this location that could include some form of grade separation or other access scenario that does not involve a traffic signal.

<sup>(5)</sup> Either 1550 W or 1400 W would be the signalized intersection, not both. The location for the signal would be determined based on which location satisfied the appropriate MUTCD traffic signal warrants. The other location would be an unsignalized intersection.



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**Table 2: Minor Accesses Between I-15 and the Southern Parkway**

Location	Mile Post Reference No.	Existing Access Description	Future Access Description
West access location to trailer sales on north side of SR-9	MP 1.48	Gated, paved driveway	Closed and rerouted to future adjacent city streets
Access on south side of SR-9	MP 1.48	Gated, dirt driveway	Closed and rerouted to future adjacent city streets
East access location to trailer sales on north side of SR-9	MP 1.55	Gated, paved driveway	Closed and rerouted to future adjacent city streets
Access to Hurricane City property and power poles on south side of SR-9	MP 1.55	Gated, dirt driveway	Restricted to right-in-right-out only or rerouted to future adjacent city streets
Access to Quail Lake Ranch on north side of SR-9	MP 3.29	Gated, paved driveway	Closed and rerouted to future adjacent city streets
Access to wetland area on south side of SR-9	MP 3.30	Gated, dirt driveway	Restricted to right-in-right-out only
Access to Ash Creek Sewer District pump building on south side of SR-9	MP 3.44	Gated, dirt driveway	Restricted to right-in-right-out only
Access on west side of Ash Creek Sewer District lagoons on south side of SR-9	MP 3.68	Gated, paved driveway	Closed, restricted to right-in-right-out only or rerouted to future adjacent city streets
Road to Quail Lake Estates on north side of SR-9	MP 3.80	Paved, private street	Closed and rerouted to future adjacent city streets
Gated access to Ash Creek Sewer District Lagoons on south side of SR-9	MP 3.80	Gated, dirt driveway	Closed
Road to Quail Lake Estates	MP 3.90	Paved, private street	Closed and rerouted to future adjacent city streets
West access to Chevron gas station on north side of SR-9	MP 3.90	Paved driveway	Closed and rerouted to future adjacent city streets
East access to Chevron gas station on north side of SR-9	MP 3.93	Paved driveway	Closed and rerouted to future adjacent city streets
Proposed future access at east end of jersey barrier on north side of SR-9	MP 4.31	Dirt driveway	Closed and rerouted to future adjacent city streets
Private access to Berry Springs residence on north side of SR-9	MP 4.50	Gated, paved driveway	Closed and rerouted to future adjacent city streets
Agricultural accesses on south side of SR-9	MP 4.56	2 – 16' gated, paved driveways	Closed and rerouted to future adjacent city streets
Access to R.V. parking area west of the sound wall on north side of SR-9	MP 4.57	Gated, paved driveway	Closed and rerouted to future adjacent city streets
3900 West (access to Lava Bluff) on north side of SR-9	MP 4.70	Unsignalized intersection	Closed and rerouted to future adjacent city streets



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Location	Mile Post Reference No.	Existing Access Description	Future Access Description
Access to Anderson property on south side of SR-9	MP 4.80	Gated, paved driveway	Closed and rerouted to future adjacent city streets
Agricultural access on south side of SR-9	MP 5.33	Gated, dirt driveway	Closed and rerouted to future adjacent city streets
Agricultural access on north side of SR-9	MP 6.39	Gated, dirt driveway	Closed and rerouted to future adjacent city streets
Agricultural access on south side of SR-9	MP 6.49	Gated, dirt driveway	Closed and rerouted to future adjacent city streets
Agricultural access on south side of SR-9	MP 6.61	Gated, dirt driveway	Closed and rerouted to future adjacent city streets



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IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed  
by their duly authorized officers as of the day and year first above written.

**ATTEST:**

By

\_\_\_\_\_

Title

\_\_\_\_\_

Date

\_\_\_\_\_

**THE CITY OF HURRICANE, a**  
Municipal Corporation in the State of Utah

By

\_\_\_\_\_

Title

\_\_\_\_\_

Date

\_\_\_\_\_

(IMPRESS SEAL)

\*\*\*\*\*

**RECOMMENDED FOR APPROVAL:**

By

\_\_\_\_\_

Region Four Traffic Engineer

Date

\_\_\_\_\_

**UTAH DEPARTMENT OF**  
**TRANSPORTATION**

By

\_\_\_\_\_

Region Director

Date

\_\_\_\_\_

By

\_\_\_\_\_

UDOT Comptroller Office Contract  
Administrator

Date

\_\_\_\_\_



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